SWIMMING RACE ON RIVER COURSE

Nautilus Club Members Give an Interesting Event.

DISTANCE WAS THREE MILES

m L. Crane Victor in Contes that Proved of Intense Interest to Hundreds of Persons - Excellent Time Made by the Participants es in the Wake of Swimmers

Down the Potomac a score or more of lusty young swimmers raced yester-day, with the colors of the Nautilus ning Club dominant at a vivid. brilliant scene, which was familiarly christened by hundreds of squatic en-

Crape raced with splendid consistency from the first dash at the Chain Bridge. For the first mile he shared the lead with several fast, aggressive compelitors including Hutchinson, Harry S. Wood, and Norman Geare, and for a time it appeared he was doomed to a secondary place. When the Three Sisters were passed, however, Crane slowly but surely forged ahead.

He swam evenly, and made every stroke tell, and when the last mile of the race opened, it was easy to see he would be returned a winner. The fortilla of cances closed in on him, and the gap between him and Hutchison widened, with the others far behind. He seemed to gain strength for a spurt as the finish line, almost directly below the Aqueduct Bridge, aproached, and made faster time in the last 200 yards than at any other point in the race.

Hutchinson, who did not race under club colors, finished in advance of the others in 1:5:50, but the race for third place between Harry S. Wood and Barton A. Bean, jr., of the Nautilus Club, was a matter of inches only. The race was nip and tuck for the final 100 yards. Wood finished in 1:30 and Beam three seconds later, The others finished in the following order: Norman W. Geare, Nauture, J. M. Cutta, Nautilus; P. B. Sale, Nauthus; W. J. Strobel, unattached; R. Schmitt, the Washington Cance Club;

MEN WHO LIKE THE WATER.



Nautilus Swimming Club, of the Y. M. C. A., Which Gave Interesting Contest on the River Yesterday.

tween the Chain Bridge and the Aqueduct Bridge was the rare course, more than three miles in length, and from end to end it was all a-fluiter with cances shimmering with color, snapping motor-boats, rafts, and floats, all surrounding the muscular swimmers in their slow but steady progress with the current, cheering on their favorites, all throbbing with excitement.

with excitement.

The Longest Bace.

It was the longest swimming race held in the District of Columbia in some years. With a mighty burst of speed.

William L. Crane, of the Nautilus Swimming Club, broke across the finish life a winner shortly before 6 o'clock, nearly an eighth of a mile ahead of James P.

Hutchinson, his closest rival. The time of the winner was one hour and forty-nine minutes.

moters of the event are elated over the interest displayed.

"It was one of the best aquatic events we have held in Washington in years," and Reginald Rutherford, of the Washington Canoe Club, last night. "The swimming was of excellent quality and the public turned out in a manner which delighted all of us."

The Grane of the event are elated over the interest displayed.

"It was one of the best aquatic events we have held in Washington in years," and we have held in Washington in years, "all we have held in Washington in years," and we have held in Washington in years, "all we have held in Washington in years," and we have held in Washington in years," and we have held in Washington in years, "all we have held in Washington in years," and we have held in Washington in years, "all we have held in Washington in years," and we have held in Washington in years, "all we have held in Washington in years," and we have held in Washington in years, "all we have held in Washington in years," and we have held in Washington in years, "all we have held in Washington in years," and we have held in Washington in years, "all we have held in Washington in years," and we have held in Washington in years, "all we have held in Washington in years," and we have held in Washington in years, "all we have held in Washington in years, "all we held in Washington in years," and we have held in Washington in years, "all we held in Washington in Washingt

thusiasts to be "Washington's Henley of 1911."

A. K. Hall, unattached; E. J. Wells, Dolphin Canoe Club; W. B. Judge, Nautusen the Chain Bridge and the Aqueduct Bridge was the rare course, more than these while in leaver than the course of the course of

Pomoters Einted.

The exact length of the course was three miles and 337 yards, and the time made was excellent, considering the conditions. It was the first competitive rac ever held over this course, and the pro noters of the event are elated over the

LOCAL BOATING NEWS

With everything in readiness the special lantern parade of cances which will be held under the auspices of the Washington Cance Club next Saturday night will undoubtedly be not only the most successful, but the most beautiful water carnival ever held in Washington. Commodore W. A. Rogers, of the Washington Cance Club, who is in charge of the form the boat will be for the part of the Corinthian Yacht Club, Mr. Paddock said that in other racing boats number of cances will be entered from the testern sinks down in the water, but

The parade will start below the Analostan Boat Clob, and, after making a number of fancy circles and evolutions of different descriptions, will end at Moore's boathouse, which is situated just above the Washington Canoe Club. Every one is invited to enter the parade very one is invited to enter the parade bether they belong to a local boat club

whether they belong to a local boat club or not. There is no entrance fee. Commodore Rogers will tow a num-ber of canoes down to the starting point from the Washington Canoe Clubhouse. Commodore Rogers deserves much credit for the spiendid arangements, as Wash-ington has not seen a water carnival of this kind for over two years. It is ex-pected that over a hundred canoes will be entered in the parade. The parade will start at 8 o'clock.

Before the parade next Saturday the analostan Boat Club will hold its second regutta of the season, and judging from the number of members who have sigified their intention of entering, it will nified their intention of entering, it will undoubtedly be as successful as the last one, held July 12. The feature of the programme will be some special swim-ming faces. The other races will includ-single, double, and four-oared shells and cances. The programme will start at 4 o'clock.

Frank Conger, of the Capital Yacht Club, left early yesterday morning for a four days' trip down the Potomac in his thirty-foot raised cabin cruiser, Kay-Jay He was accompanied by a party of ds. Mr. Conger will probably go as a Blackistone Island.

A. Mayer, of the Maryland Motorbon Club, of Baltimore, visited the Capital Yacht Club last Monday in his forty-foot hunting cabin cruiser Almax. He was accompanied by H. T. Rosenbush in his accompanied by H. T. Rosenbush in his thirty-five-foot raised cabin cruiser, Nep-ture. They were the guests of Frank T. Rawlings, ex-vice commodore of the club. Mr. Rosenbush and Mr. Mayer went to River View at 11 o'clock Tuesday morn-ing. They returned the asme evening. Wednesday morning they left for Batti-more.

boating craft is a twenty-six-foot hydro-plane, which is fitted with special siphons to draw air beneath the hull at high speed. The boat is being built by A. Motheral, of Iowa, who has lived in Washington for ten years, and L. S.

by A. Motheral, of Iowa, who has lived in Washington for ten years, and L. S. Paddock, of the Corinthian Yacht Club. Mr. Motheral designed the boat. The boat will prove a sensation in local boating circles, as it is the only one of its kind ever built. Mr. Motheral has worked on the plans and experimented with them for forty years. The boat measures trenty-six rest in length and is ten feet wide at the stern and pointed at the stern and pointed at the bow. It will draw but three inclies of water. The latter part of the week Mr. Paddock will tow

number of cances will be entered from the stern sinks down in the water, but each club.

The parade will stars below the Anaritae to a level keel with the bow. The greater the speed the higher the boat will rise from the water. He also said that there are 200 siphons under the hull, which makes the craft very light.

One of the most popular camps up the river is the "Krazy Kamp," situated on the Virginia shore, about a quarter of a the Virginia shore, about a quarter of a mile above the Aqueduct Bridge. One of the features of the camp is the "feed" cooked by the boys' French chef, "Charlee." The members of the camp are W. R. Crane, of the Washington Canoe Club; D. A. De Lashmutt, of the Washington Canoe Club; B. R. Rutherford, of the Analostan Boat Club; B. A. Bean, of the Potomac Boat Club; Jimmy W. Burch, of the Potomac Boat Club; and C. H. Pardos, of the Corinthian Yacht Club. The boys will run their camp until September 1.

Capt. Frank Smith, of the Potomac Boat Club, announced recently that the club will hold a regatta about August 15. club will hold a regatta about August 15. Much interest is being shown by the members, and from present indications the regatta will undoubtedly meet with the same success as the last one. The races will include singles, doubles, and fours in cances and shells, besides a number of other interesting events. The programme will start at 5 o'clock. Capt. Smith will set a date for the regatta next week.

Waiter H. Bouis, of the Capital Yacht Club, and a party of friends left yester-day afternoon for a month's cruise to Baltimore and the Chesapeake Bay in his power cruiser Alice.

Mrs. Charles W. Vickery, of the Capital Yacht Club, and a party of friends num-bering twenty-five went to Marshall Hall last Tuesday morning in her auxiliary yaw! Stranger. The porty returned Tues-day night.

B. J. Harbin, of the Capital Yacht Club, and party will cruise to Colonial Beach and down the Chesapeake Bay August 1 in his raised-cabin, dead-rise cruiser Margaret, Mr. Harbin will be

charles W. Vickery, of the Capital Yacht Club, will leave for Piney Point, Md., August 1 in his auxiliary yawl Stranger. He will be gone for the month of August.

of August.

There are very few boats in the harbor of the Capital Yacht Club, as nearly all the members are away for the summer. This is certainly a "bust" season for the motorboat "buga," and in another week there will be hardly a boat in the harbor.

Occar Robey, of the Capital Yacht Club, and a party of friends will leave for Norlok this morning in his twanty-six-foct power grainer Armida. Mr. Robey will lake on some friends all Colonial Beach. The jarty will remain at Yorfolk about two weeks.

VIRGINIA ROADS NEED IMPROVING

Automobilists' Tour Encourages County Officials.

HIGHWAYS BAD SINCE WAR

Coints of Interest Are Many in Do-Be Enjoyable with Means of Traveling-Grading Done by Citisens-Route Sought to Richmond.

any points of interest or as much atractive scenery as Virginia. Not only tractive scenery as Virginia. Not only is it the scene of important conflicts of the civil war, but going back to Revolutionary days, it was one of the first portions of this country to be settled. Many of the mansions built in the Colonial days are still occupied by descendants of those who came over with the colonists.

Every true American is interested in Every true American is interested in his own country and delights in visiting various places of historical interest. Motorists are perhaps the most enthusiastic in their desire to traverse historical ground, but they are deterred from going farther South than Washinston owing to the poor condition of the roads. There is at present but one really good road in the Old Dominion State, and that is down the Shenandoah Valley, which is admitted to equal if not surpass in scenery the mountains of Switzerland. Good roads not only mean better con-Good roads not only mean better con-ditions for the people residing in the community, but they open up the coun-try to outsiders and aid in its develop-ment. It is only within the last two years that Virginia has made any de-termined effort to construct good high-

waster that Virginia has made any determined effort to construct good highways.

The soil of the State is largely red clay, which in dry weather offers a good roadbed, but after a rain roads are nearly impassable.

The Virginia State legislature, realising the conditions of their highways, has appropriated \$150,000 for road improvement. This sum is to be divided among the countries in proportion to the amount of taxes which they pay and the money is to be spent under the direction of State Highway Commissioner St. Julian Wilson. This money is only a forerunner to the amount which will be set aside for highway improvement at future sessions of the State legislature.

Some Grading Is Done.

Walter Brady, who is here in charge of the Tighnders dynamic would be to be start on a trip through Virginia and North Carolina, expects to get away early Monday morning. The deas of the E-M-F Company in sending out this crew is to enable prospective purchasers of machines in the country to see what the cars will do over roads where they are to be used.

Montgomery County, Md., officials are not overlooking any opportunities to fill the coffers of their district by arresting automobilists for speeding. Sheriff Viett has already arrested a score or more in the past two weeks and the smallest fine imposed has been 130 and costs.

Some Grading Is Done.

In some sections of the State the people themselves have assumed the respon sibility for road improvement,

sibility for road improvement, and though they are not macadamizing them, they are of macadamizing them, they are grading and putting the highways in much better shape than they have ever been before.

It is hoped that at the First National Good Roads Congress, to be held in Richmond October 39-31, and November 1, at which time all of the State road officials, as well as those from other States, will be gathered together for a conference, much will be done toward encouraging the spirit for improved highways that is now kindled in the State.

The good roads scouts, who started out from this city last Monday morning under the auspices of the American Highway Association and the Tourist Club of America, to select a route between this city and Richmond, South the complete enthusiastic at most of the stops. The route, as tentatively agreed upon, leads through Pairfax, Warrenton, Culpeper, Orange, Gordonsville, and Louisa into Richmond. It is not the shortest way between the two cities, the one over the old Telegraph road being but 125 miles long, while this way its fifty-seven miles longer.

In bad weather the short route is impassable, and in good weather it is none to good, being very rough. For pretty scenesy and good roads the Valley route is the one to be followed, but it is more than 200 miles long and the trip cannot be made under two days.

Artillery Cut Roads.

As the road is at present, it is a very rough and tiresome trip. From Wash-ington to Fairfax one of the worst rough and tiresome use ington to Fairfax one of the worst attretches as far as roughness goes is met. The last half of this trip of eighteen miles is over the Little River turnpike, which was a much traveled highway before and during the period of the war. Heavy artillery and supply trains were hauled over it then and cut it up. It does not show that since that time any improvement has been made or even attempted. The old road bed, with stones sticking up, remains, and wherever possible the track now leads to the side. There is promise of this being improved shortly, however, or if not a new route through Falls Church, he will be improved shortly, however, or if not a new route through Falls Church, he will be improved shortly, however, or if not a new route through Falls Church, he will be improved shortly, however, or if not a new route through Falls Church, he will be improved shortly, however, or if not a new route through Falls Church, he will be tracked to the side. There is promise of this being improved shortly, however, or if not a new route through Falls Church, he will be tracked to the side. There is promise of this being improved shortly, however, or if not a new route through Falls Church, he will be tracked to the side. There is promise of this being improved shortly, however, or if not a new route through Falls Church, he will be tracked to the side. There is promise of this to the side. There is promise of this to the side. There is promise of this being improved shortly, however, or if not a new route through Falls Church, he will be tracked to the side. There is promise of this track the good roads scouts.

From recent tests made by automobile manufacturing concerns looking for suit. The same continuation of the track manufacturing concerns looking for suit. The same continuation of the stream of the stream of the same one that we cently morning in a Veile on a trip up through the

From Fairfax to Middleburg the road improves slightly.

At Middleburg nine miles of macadam pike, which should be an education in itself to those residing in that community, as far as good roads and their advantages are concerned, is covered. This is as smooth as a billiard table.

Leaving it behind at The Plains, a good dirt road, which, if the bond issue about to be voted on in that section passes, will be a macadam pike before another season, leads into Bethel, where the macadam pike built a year ago by convict labor brings the traveler into Warrenton.

Orange County Making Roads.

which sticks tighter than give.

Orange County Making Roads.
Orange County shows a wide-awake spirit in the interest they are taking in good roads. A pike is aiready in existance between that city and Gordonsville and there is five miles of fine road leading into it from Woodberry Forest. From Gordonsville to Louisa the road is fair, and with little expense could be put in first class shape.

The good roads movement has taken Louisa County by storm. They have already outlined a campaign which will give them some of tife best highways in the Sinte. Freeent plans are for the citizens to each donate a team in their particular district for a specified number of days and work the roads. In addition to the labor and materials to be given by the people they have a small state appropriation for this work and they plan to make it go just as far as possible. State Highway Commissioner St. Julien Wilson has agreed to have one of his aids direct the work.

Below Louins work is now being done on the roads, and they promise to be in good condition before fail. For twenty miles out of Richmond, from the Ground Squirrel Bridge, which is to be rebuilt next mogth, is meadam pike.

Good reads Through Virginia or a main artery consecuting in cities of Washington and Richmond will mean much lington and Richmond continued will mean much lington and Richmond will mean much lington and lington and lington will be a lington and lington and lington and lington and lington

amount of automobile travel over them is great. Northern States are only suitable for touring during the auminer months, while through this section it can be indulged in during every month in the year, for it is only occasionally that the thermometer drops so low as to make automobile riding unpleasant.



"The old Telegraph road is a macade A. Luttrell , who has just returned from ,400-mile 'trip in his Packard '30' through the South. "In one place we had to follow the bed of a stream for five miles in order to get over the mountain in another we had to pick bowlders out of the road in order to get through."

Francis Blair and W. Ward left yes terday in Blair's Maxwell roadster for Atlantic City. They expect to spend about two weeks motoring through the Northern States.

Norman Bowles, who has been on s visit to the Warren factory in Detroit.

Harry Grant and his Alco, twice win-ner of the Vanderbilt Cup, is to have two racing mates this season, Harry Hart-man and Fred H. Lee, who formerly oc-cupied the left hand seat in Grant's ma-chine. The trio will participate in all of the more important racing events of the year.

Walter Brady, who is here in charge

fine imposed has been \$30 and costs Many local motorists who wish to spon-and now take the Olney pike instead o

than 250 miles long and the trip cannot be made under two days.

It is the aim and object of the American Highway Association to have the road selected in fair shape by the last of October, so that Northern motorists who plan on making the trip to Richmond for the convention and thence on South, can get through without any trouble.

car companies, who this year have adopted the silent knight motor, are prelicting great things for their cars. Ther is no question but that this type of m will be a macadam pike before another season, leads into Bethel, where the macadam pike built a year ago by convict labor brings the traveler into Warrenton.

From this little Virginia town, known throughout the United States for its horses and dogs, a good stretch is travered as far as the Rappabannock River, the county line. Crossing the river the bridges are few and far between. Innumerable fords must be crossed. Big stones stick up in the roads, and where it runs through the woods, which is for a good portion of the way, they are always muddy. The mud is of red clay, which sticks tighter than give.

Orange County Making Roads.

According to H. B. Leary, Jr., the Hud-son Motor Car Company, which he rep-resents in Washington, has just closed the biggest year in its history. Not only has it sold every car built in 1911, but has closed contracts for more than half of the 1912 output.

Harry Benner, Eastern representative of the Century Tire Company, is in receipt of a letter from L. B. Moore, of Cleveland, in which he states that his dar, equipped with Century nonskid tires, was the only one of thirty-five participants in the three-day endurance run held in that city which went through without the use of tire chains. Part of the route was through mud, while other portions of it led through sand.

I. M. Stedland, of the Cook & Stoddard

without the use of tire chains. Part of the route was through mud, while other route was through mud, while other portions of it led through sand.

J. M. Stoddard, of the Cook & Stoddard Company, representatives of the Cadilac, leaves Tursday for West Springfield, N. H., to spend the month of August and Dart of September. His family are now there and will remain for the summer.

For 1815 the Warren Motor Car Company will have two entirely new models on the market, the Warren will be required for the construction of just one cheese, but it will take on the market, the Warren will be required for the construction of just one cheese, but it will take fully that much to fill the contract.

It will require all the milk from the law in the set in making to increase its a power.

Strength, power, silence, motor flexibility, easy riding qualities and refinement of detail are characteristic features of the Warren for 1912

Before you buy any car compare their value with that of the Warren.

Warren "12-40," a five-passenger Touring Car, with large, Touring Car, roomy, straight-line body of the with Detachable most advanced fore-door type. Fore-doors \$1,500 Warren "12-30"-B Demi-ton-A car of great speed and power, with ability to negotiate the toughest and sandiest roads and Close-coupled Touring Car, with steepest hills without faltering. Detachable details, and seating capacity, construction and equipment, it is a distinct revela- Roadtion in value.

Warren "12-40" | Warren "12-35" | Warren "12-30" \$1,500 Warren "12-35" Fore - door

Warren "12-35" Fore - door

Warren "12-35" Fore - door

\$1,125 to \$1,300

Warren "12-30"-D Round-Tank Roadster, \$1,125 neau, with Detachable Fore-

doors......\$1,250 Warren "12-30"-C Five-Pas-doors.....\$1,250

Warren \$1,415 "12-30"-F Tor- \$1,300 "12-30"-F Tor-

All Models Fully Equipped-Immediate Deliveries.

There are two Warren-Detroit Cars on the streets of Detroit for one of every other make. - This should tell its own story, as sixty per cent of the automobiles made are built in Detroit.

Warren Motor Car Co. 1608 14th Street N. W.

N. S. BOWLES

'Phone N. 5997

son, they will be equipped with detach-able foredoors, and the list price will include full equipment. Instead of put-ting out a great number of cars for the coming year, President Warren, at the desiers' convention held last week, andesiers' convention held last week, an-nounced that the output would be limited to 5,000, so as not to be compelled to rush any cars through the factory.

Carl Chandler, assistant sales manager in the cty yesterday as guest of J. M. Stoddard, president of the Cook & Stod-dard Company.

George Covert and a party of friends left yesterday afternoon for Penfield, Md., in a Franklin touring car, where they will spend to-day and part of to-morrow fishing.

The Carter Motor Car Corporation ha delivered a 1912 Washington roadster to Superintendent of Machinery Robinson, of the District fire department.

taken in remedeling the Buick showre in Connecticut avenue. At present work John H. Nolan leaves to-morrow morning in a Pope Hartford on a trip to Atlantic City.

According to army officers who have in the city. in the city.

Paul Peck, who formerly sold Maxwell cars, being one of the salesmen of the United Motor Washington Company, has now taken up aviation. He flies one of the Rex-Smith machines every afternoon at College Park.

Joseph Trimble and Mrs. Trimble leave this morning in their Cole "30" road for a day's trip through Maryland.

Isadore Freund and a party of friend '30' touring car for a two-day trip which way of Harpers Ferry.

PLACES OF INTEREST.

Library of Congress—Open 2 a. m. to 10 p. m. or secular days; from 2 p. m. to 10 p. m. on Sunday and on certain holidays. During July, August, and September. closes 1 p. m. Saturday.
Public Library—Open 2 a. m. to 9 p. m.; holidays, 9 a. m. to 9 p. m.; holidays, 2 to 9 p. m.
White House—Open 10 a. m. to 2 p. m.

United States Positodice-Open 2 a. m. to 2 p. m.
Duited States Posit-office-Open 2 a. m. to 2 p. m.
Washington City Post-office-Open all hours. (The
dead-letter office is in the city post-office.)
National Botanic Garden-Open 2 a. m. to 3 p. m.
Pish Cummission-Open 2 a. m. to 4.30 p. m.
Army Medical Museum-Open 2 a. m. to 4.30 p. m.
National Museum-Open 2 a. m. to 4.30 p. m. (in
cutting holdings).

Government Printing Office-Open 18 a. m. to 2 p. m.

Nam Yard-Open 9 a. m. to 5 20 p. m.

Scothworth Ottage, 30 frauds sport Ker, anthor

Ker Mannita-Bonglod Banner, 2528 M street

Ker Mannita-Bonglod Banner, 2528 M street

northwest-Open delly, escept Sunday, 9 a. m. to

520 p. m. Admission from

18 THE SUBURBS.

Arlington National Consetery,
Chery Chase and Kensington,
Zeological Park (open all day).

Rock Creek Bridge and Fark

Mount Verson (the home and tomb of Washing
ton-Open 11 a. m. to 4 p. m.

Naval Observatory-Open 9 a. m. to 3 p. m.

Mount Ottes Consetery.

Bidenshorn,
United States Soldiers Home-Suntise to sunset.

ANNAPOLIS,
United States Soldiers Home-Suntise to sunset.

12,0000-pound Cheese.

12,000-pound Cheese,
From the Milesadore Josmal.

An American cheese weighing over
12,000 pounds, three times as large as
the biggest cheese ever made in the
world, will be built at Appleton, Wis.,
this summer by N Simon the American



\$4,000 AUTO VALUE

The Car With a Record for Reliability. Guaranteed for Five Years. SEVEN-PASSENGER TOURING CAR,

FIVE-PASSENGER TOURING CAR FOUR-PASSENGER TOY TONNEAU; ROADSTER. sechanically perfect; finish of the highest standard; material and manable the best. A strictly HIGH-GRADE CAR. Before deciding

Carter Motor Car Corporation, 1625 14th St. N. W. 'Phone North 937

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1625 14th St. 'Phone N. 037.

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MOON CARS CONNMER TRUCKS **MOTOR SALES CO.** 811 17th Street

'Phone M. 7038

The Famous APPERSON Jack Rabbit Cars, \$2,000 to \$4,285 Detroit Electrics, All 1911 Models. REGAL Cars, \$900 to \$1,000 **EMERSON & ORME, Distributers,** 'Phone M. 7695 1407 H St. N. W.

HEADQUARTERS FOR ROLLER SKATES. ALL THE BEST KINDS AT 75e TO \$4. BARBER & ROSS, 11th and 6 Sts.

cowe for one day, all pure bred animals, probably worth \$50,000. Fully 1,50 men will be required to do the milking. This milk will be furnished by \$55 sanitary dairies valued at over \$5,000,000.

UCKEYE CLEARSER Makes it easy for you to keep your auto "spick-and-span." Removes dirt and apots—preserves the finish —SAVES painting bills. National Electrical Supply Co